



SUPPLEMENT

TO THE

"HONGKONG TELEGRAPH"

OF THE 27TH DECEMBER, 1895.



THE DEFENCES OF SINGAPORE.

WHY THEY SHOULD BE STRENGTHENED.

The following article on the defences of Singapore was contributed to the *Strait Times* on the 18th instant:—

The adequacy or inadequacy of the defence of such an important Imperial Coaling Station as Singapore is a matter of vital consequence, not only to the inhabitants of the Colony but to the whole British Empire, and this strikes one especially at a time when rumours of war are heard on every side. Moreover, if these rumours were to become "war," we should be taught but too late that the port is inadequately defended, if such proved the case; for forts, and guns, and torpedo boats are not made in a day. Doubtless, the points which we propose to touch on have been considered by those in authority; nevertheless, it may do good to call attention to them afresh. In the first place, it can scarcely be doubted that a torpedo fleet is a necessity in these waters to assist the forts and forces already on the Island, and the surroundings of Singapore are extremely favourable naturally for torpedo defensive warfare. The large number of coral reefs and islands, forming so many intricate channels, would afford good and safe shelter for such boats to lie in wait for the enemy's ships, and would be of additional advantage in defending the town, as of a certainty the enemy would be very chary of manœuvring or even approaching at night or in foggy, rainy, or misty weather with the ever-possible liability of a torpedo being fired at them under cover of the darkness and without warning. Secondly, Johore Strait, left open to navigation as it appears to be, without forts at either end, and no torpedo boats to repel any attack from that quarter, simply invites the enemy to land at the back of the Island and fight the question out on *terra firma*, always making their goal the coal sheds in order to destroy the coal, for, the coal once destroyed, an enemy would not desire to hold Singapore during war time even if they could. Moreover, the fact can be proved, although some may doubt it, that a force could be landed at many places, in point of fact almost anywhere on the Island of Singapore, especially at high spring tides, and there are, doubtless, Malay fishermen who would be captured and bribed or frightened into piloting boats to the most favourable landing places. How could this be prevented at so many different points without more forts and torpedo boats? It is doubtful, too, if the land forces could be moved swiftly enough and with sufficient safety from one point to another. There may be little or no danger in clear weather and in daylight, but that is not the time when such an attack would be planned. The enemy would probably choose foggy, misty weather and a dark night, when the existing forts would have great difficulty in finding the position of the attacking force, even if they could bring the guns to bear. Further, the enemy's map-of-war could find shelter among some of the surrounding islands and await a favourable opportunity to make a combined attack by sea and by a landing party. Again, a heavy though not extensive fog hangs over the Town of Singapore very frequently in the morning, sometimes for ten or fourteen days consecutively. These fogs descend suddenly on the town directly the sun is above the horizon, they rarely extend much beyond the Harbour Limits, and are most frequent during the monsoon changes and for two months of the South-west monsoon. Under cover of such a fog, and just outside its limit, the enemy's fleet could approach in comparative safety close to the forts and shell the Town, being in position to know their exact distance from the forts, while the defending forces could only judge of the enemy's position by sound, and would, therefore, have to fire at an invisible target. At such a time a combined land and sea attack would be made involving, as its greatest risk, to the attacking party, a sudden lifting of the fog; but, if this happened, the enemy could retire at once to a safe distance. We do not write as an expert, but there is something serious in what has been said pointing, if true, to the urgent necessity that additional forts should be built at various points on the Island, especially at or near both entrances to the Johore Straits and particularly on Middle Island, and that torpedo boats should be stationed at Singapore. We fix on Middle Island, which is well covered with coconut trees, because of its commanding position; for guns placed on that Island would be within range of vessels approaching the New Harbour by Sinkie Channel or steaming past the Raffles Lighthouse by the South Channel, that is the main channel of the Straits, to St. John's Island (the Buffalo Reef forcing a vessel using this channel to pass close to Middle Island), and from thence to the eastern entrance to the New Harbour. There is also always a further danger to be anticipated internally from the Native population in time of siege when food supplies might run short, namely, a riot which would be of very serious consequence. The Singapore Volunteer Artillery would probably be called upon in such a case, but could they, or any of the land forces, be spared from defending the attack from without? It is surely doubtful.

COLONIAL AND IMPERIAL AFFAIRS.

Edinburgh, November 20th.

It is probable that the future historian of the British Empire, searching for the period when Imperial Federation ceased to be a mere pious opinion among statesmen, and began to take practical shape, will be able to discover date and occasion in the appointment of Mr. Chamberlain to the Colonial Office. Already, without seeking to force events, but simply by virtue of the attitude he has taken up on Colonial and Imperial questions, and by saying the proper word and doing the right thing in season, he has done much to ripen a somewhat backward germ towards flower and fruit. Much will be expected from his administration of what is, in the Imperial sense, perhaps the most influential office under the British Crown. But he has already done enough to earn the gratitude of the mother country and of the Colonies. Instance in point will be found in his language and attitude at his meeting yesterday with a deputation of the Agents-General of the Colonies, who came to consult him on the practical means of laying down a submarine cable connecting Australia with the Pacific Coast of our North American possessions. Mr. Chamberlain showed thorough appreciation of the vast importance of this undertaking, in its commercial, political, and financial aspects. But he also looked beyond and behind it, and perceived in this meeting of Colonial representatives, anxious to promote, by common action and with the help and under the auspices of the Imperial authority, an object they had all at heart, the nucleus of a "Council of the Empire," and the "evidence of solidarity and sympathy" as wide-reaching as the bounds of Empire itself. Emphasis is given to this view by the fact that, as at the Conference held at Ottawa, spokesmen were present from the South African Colonies which, as Mr. Chamberlain points out, have no direct and immediate concern with the project of a submarine cable connecting the British possessions on the opposite shores of the Pacific. It yields proof of the growth of the feeling that what touches the interests of one part of the Empire touches the whole—that by coming into closer and more sympathetic relations with the home country the great self-governing Colonies of Britain draw nearer to each other, and without sacrificing one iota of their powers and privileges of developing themselves on their own lines and after their own minds, they share more largely in the prosperity, the protection, and the glory signified by the British flag.

The question upon which the Colonial Secretary conferred with the Agents-General is one of high and growing importance. It was thrashed out in some measure at the Ottawa meeting, and the favourable disposition of the Imperial as well as of the Colonial Governments was then ascertained. Another step in advance may now be regarded as made. It is no longer a question of whether the scheme of laying a Pacific cable between the Canadian Dominion and the Australasian Colonies will be carried out, but one of ways and means. Important problems of route, cost, and the like have first to be worked out. The arrangement proposed, and likely to be given effect to without delay, is that a Joint Commission, on which the Imperial and Colonial Governments will be represented, shall be appointed to inquire and report on the whole subject. Canada and the Australasian Colonies are the countries that are most immediately interested in the scheme. A direct line of telegraphic communication will be an important adjunct to the new channels of trade and travel and political and social intercourse that are being opened up between the Dominion and Australia. The mere discussion of the best means of promoting and improving trans-oceanic intercourse has already had significant effects on the commerce and even the politics of the two regions. Canadians on one side and Australian and New Zealand colonists on the other are finding out, not only how many articles of their produce and manufacture they can profitably exchange, but also the many sympathies, ideas, and institutions they have in common. They are clasping hands across the South Sea as members of the great family of nations living under the British Crown. It is not too much to say that these exchanges of opinion and the completed work which may be expected to follow upon them will have an important effect in hastening the formation of an Australasian Federation on the lines of the Canadian Union, and of bringing nearer the day of Imperial Federation itself.

In a wider sense than this, however, the question of laying a cable between British Columbia and Australasia must rank as an Imperial one. In connection with the mail routes across the Pacific, and as a continuation of the Canadian Pacific Railway, it is part and parcel of the great westward route of communication between the centre of the Empire and its extremities. The great and all-important feature of that route is that from start to finish, except where it passes through the high seas, where we are well able to defend it, it is over British ground. It will be worked with British capital, and be under British protection and control. It will be independent of foreign tariffs and restrictions. It is destined to become—nay, it is already—one of the strongest and closest bonds of Empire. But the full strategic and political as well as commercial value of the Pacific highway has yet to be realised. It has not escaped the notice of those who watch the tides of trade and political action that the day of the Pacific is at hand.

The war between China and Japan; the critical condition of the former and the phenomenal development of the latter country; the advance of Russian influence and enterprise in the shape of the Siberian Railway; the search, bound some day to be rewarded, by the Great Northern Power for an outlet in the open Pacific; the appearance and advance encroachments of France on the borders of Siam and China—these are some of the prominent new factors at work on the Asiatic side of the great basin of the world's waters. It is impossible for us to forget that the Pacific trade is still in the main the trade of Britain and its dependencies; that the only civilised Power which has so far established a firm and solid footing on the eastern and southern margin of this vast ocean is Great Britain, in the shape of its Australasian Colonies; and that the dominating political interest of these Colonies is the freedom and safety of the seas that surround them. It is necessary to look some way ahead; and movements and projects on the American side of the Pacific, where also we have a vast frontage and standing ground in the Canadian Dominion, cannot escape notice. Of these movements, that which has for its purpose the construction of the Maritime Canal across the Republic of Nicaragua is perhaps best worthy of notice. Mr. A. C. Colquhoun, in his new book "The Key of the Pacific," ably and elaborately draws attention to the nature and present position of the Nicaraguan project, and the political and commercial consequences should the inter-oceanic Canal become a reality. There is no exaggeration in the statement that the opening of this new waterway would create a revolution in the trade and in the international relations of the countries of the world, comparable only to that produced by the construction of the Suez Canal. It would shorten the route to our Pacific possessions and markets. But it would also bring the United States into the field of Eastern competition, with advantages in the matter of nearness and readiness of access which it would go hard with us and with any other rival to cope with. It would be to the Eastern and Southern States all and more that the Siberian Railway promises to be to Russia in opening a short way for its commerce in the direction of Eastern Asia and Australasia; and against those rivals we should have to make what shift we can with our command of the open sea, and (for military purposes) of the Canadian Pacific, and of our bases in India, Australia, and British Columbia.

The Nicaraguan Canal is not yet opened; it is not even fairly begun. No one who has examined the matter doubts that some day, perhaps not so many years hence, the Canal will be an accomplished fact. But in the meantime we have time, in this quarter, to breathe and look about us. Political obstacles, even more than financial and engineering difficulties—huge as these are—have hitherto stood in the way of the realisation of the scheme of opening a channel to the Pacific by way of the San Juan River and the great fresh-water lake of Nicaragua. It is true that the utter and disgraceful collapse of the Panama scheme, while it left the ground clear for the Nicaraguan project, has made capitalists chary of investing money in the cutting of Central American isthmuses; and that the Construction Company that surveyed the route and began operations at Greytown, at the Atlantic end, has come to a stop for lack of funds. The money, there is every reason to think, might be obtained for the carrying through of this great work, were the problem finally settled of the control of the Canal after its completion. This duty a large body of opinion in the States is resolved to assign to the Great Republic. The existing Nicaraguan Maritime Canal Company obtained its concessions and began its work under a charter specially granted by the American Congress, a step for which the only precedent was that afforded by the Union Pacific Company. As matters now stand, a Bill has passed the American Senate under which it is proposed that the United States Government shall take the quite unprecedented step of guaranteeing interest and exercising control over a vast undertaking to be carried out on the soil and within the authority of an independent foreign State. The main object of the Bill, as explained by one of its chief advocates, Senator Morgan, is that the United States should be able, as stockholder and guarantor of the corporation, to exercise as full an influence and control over its property and management as is possible "without a violation of the sovereignty of Nicaragua and Costa Rica, and without an infraction of, or departure from, the Clayton-Bulwer Treaty," which international engagement, it will be remembered, binds Great Britain and the Republic to the neutralisation of any canal carried by this route across Central America. The spirit of the promoters of this guarantee scheme, and the dangers that British commerce might have to face were undivided American control established, may be judged from the amendment introduced into it requiring that all material and supplies used in the construction of the canal, where not grown in Costa Rica or Nicaragua, shall be purchased in the United States. Either by private enterprise or under national or international auspices this doorway to the Pacific will ere long be opened; and the resources of diplomacy should be found sufficient to secure its neutralisation, under the care of the great English-speaking nations.—*The Scotsman*.

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ESTABLISHED 1881.

NEW SERIES No. 225

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FRIDAY, DECEMBER 27, 1895.

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T. JACKSON,
Chief Manager.

Hongkong, 23rd December, 1895. [148]

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For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [148]

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COURT OF DIRECTORS:
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Hongkong, 23rd October, 1895. [17]

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J. W. R. TAYLOR,
Manager, Hongkong.

Hongkong, 18th December, 1895. [18]

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T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895. [195]

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Underwritten AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895. [191]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

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etc. Policies granted to all parts of the world
payable at any of its Agencies.

CHAU TSEUNG PAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
HONGKONG, 27th May, 1895. [194]

GENERAL NOTICE.

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EQUAL TO \$833,333-33 }
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HEAD OFFICE, 17 & 19, PRINCE STREET,
HONGKONG, 17th December, 1895. [197]

Intimations.

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W. JACKSON, Manager.
Hongkong, 16th September, 1895. [189]

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C. T. BENNEY, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO. [16]

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Hongkong, 1st December, 1895. [16]

Intimations.

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J. Y. V. VERNON,
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Hongkong, 1st October, 1895. [3150]

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AUSTRALIAN PICKLED HOG'S TONGUES.
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J. TATAM,

Hongkong, 3rd December, 1895. [1349]

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Hongkong, 13th May, 1895.

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CLARETS, BRANDIES, BITTERS,
BURGUNDIES, WHISKIES, ALES & STOUTS.

Hongkong, 6th December, 1895. [939]

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Hongkong, 16th December, 1895. [1769]

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Hongkong, 16th October, 1895. [1443]

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GROUPS AND VIEWS
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Hongkong, 2nd September, 1895. [1147]

THE EDITOR,

MESSEY'S CHINESE MISCELLANY,
No. 2, The Bund,
Shanghai.

Shanghai, 22nd November, 1895. [1545]

1897

Intimations.

PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that the
FOURTH ORDINARY GENERAL
MEETING of SHAREHOLDERS in the above
COMPANY will be held at the OFFICE of the
COMPANY, Connaught House, TO-MORROW,
the 28th December, 1895, at 11 A.M., for the
purpose of presenting the Report of the Directors
and the Statement of Accounts for the year
1895, and for the Election of Directors and
Auditors.

By Order of the Board of Directors,
JAMES B. DUNCAN,
Secretary.

Hongkong, 27th December, 1895. [1772]

THE NEW BALMORAL GOLD MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST YEARLY MEETING of
SHAREHOLDERS called for NOON on
SATURDAY, the 14th, is POSTPONED to
NOON TO-MORROW, the 28th instant.

W. HUTTON POTTS,
Secretary.

Hongkong, 27th December, 1895. [1741]

A. S. WATSON & CO. LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the COMPANY will be held in the Board
Room of THE HONGKONG DISPENSARY TO-
MORROW, the 28th day of December, 1895,
at NOON, to transact the SPECIAL RESOLU-
TION passed at the Extraordinary General
Meeting held this day.

JNO. D. HUMPHREYS,
General Manager.

Hongkong, 27th December, 1895. [1768]

HONGKONG JOCKEY CLUB.

NOTICE.

NOMINATIONS for the 1896 DERBY
will CLOSE to the Undersecretary TO-
MORROW, 28th instant.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 23rd December, 1895. [1807]

NOTICE

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the HONGKONG BRICK AND CEMENT
COMPANY, LIMITED, will be held at the
OFFICE of the COMPANY, No. 9, Praya Central,
on SATURDAY, the 11th day of January, 1896,
at 12 o'clock NOON, for the purpose of consider-
ing and if thought fit passing the following
Resolution, that is to say:—

"That the HONGKONG BRICK AND
CEMENT COMPANY, LIMITED, be wound
up voluntarily under the Provisions of the
Companies Ordinances 1865 to 1890, and
that GEORGE EWINGS of Victoria in the
Colony of Hongkong be and he is hereby
appointed Liquidator for the purpose of
such winding up."

Dated the 23rd day of December, 1895.

By Order of the Board,
W. A. DUFF,
Secretary.

NOTICE.

With reference to the above Notice the
Business of the COMPANY will not be interrupted
and Orders will be received as heretofore by the
Undersecretary.

W. A. DUFF,
Secretary.

[1818]

GOVERNMENT NOTIFICATION.

No. 539.

INFORMATION has been received from the
Military Authorities that ARTILLERY
PRACTICE will take place from the 1st to the
31st January, 1896, (Sundays excepted), between
the hours of 8 A.M. and 5 P.M. daily, as
follows:—

From Stone Cutters Island, East and South
Shore Batteries in Westerly and South-
Westerly directions.

From Lyman, in North-Westerly, North-
Easterly and South-Easterly directions.

All Ships, Junks, and other Vessels are cau-
tioned to keep clear of the ranges.

The inhabitants of the houses at Stone Cutters
Island are warned to keep their glass windows
open during the PRACTICE.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 20th December, 1895. [1600]

CUSTOMS NOTIFICATION.

No. 67.

NOTICE is hereby given that on
WEDNESDAY, the 1st January, 1896,
will be observed as HOLIDAY at the KOWLOON
CUSTOMS OFFICE.

Work at the Opium Examination Office and
Customs Stations will proceed as usual.

H. M. HILLIER,
Acting Commissioner of Customs
for Kowloon and District.

Custom House,
Kowloon, 24th December, 1895. [1799]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF DONALD
FRASER, LATE OF VICTORIA, IN THE
COLONY OF HONGKONG, OVERSEER, PUBLIC
WORKS DEPARTMENT, DECEASED.

NOTICE is hereby given that His Honour
Sir FREDERICK CLARKE, Knight, Chief
Justice, having, in virtue of Section 3 of Ord-
nance No. 9 of 1870, made an Order Limiting
to the 3rd February, 1896, the time for sending
in CLAIMS against the said Estate.

All Creditors are hereby required to send in
their CLAIMS to the Undersecretary before the
said date.

Dated the 14th November, 1895.

F. A. HAZELAND,
Acting Registrar.

Acting Official Assessor.

1897

Advertisements.

POLICE NOTICE.

TO enable PASSENGERS to be issued gradually the POLICE will accept 4TH QUARTER PASSENGERS till the 25th proximo. Old Passes should be returned when applying for renewal.

W. C. H. HASTINGS,
Acting Capt. Supt. of Police.

Police Department,
Hongkong, 27th December, 1895. [1827]

NEW YEAR HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on WEDNESDAY, the 1st January, 1896:—

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED.

J. W. R. TAYLOR,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency.

L. SIMON,
Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG.

CHARTREY INCHBALD,
Manager.

Hongkong, 27th December, 1895. [1829]

INSURANCE HOLIDAY.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on WEDNESDAY, the 1st January, 1896:—

JARDINE, MATHESON & CO.,
General Agents.

CANTON INSURANCE OFFICE, LD.

HONGKONG FIRE INSURANCE CO., LD.

N. J. EDE,
Secretary.

UNION INSURANCE SOCIETY OF CANTON, LD.

B. C. T. GRAY,
Acting Agent.

NORTH-CHINA INSURANCE CO., LD.

W. H. RAY,
Secretary.

CHINA TRADERS' INSURANCE CO., LD.

Agents.

YANTZSE INSURANCE ASSOCIATION, LD.

GEORGE L. TOMLIN,
Acting Secretary.

CHINA FIRE INSURANCE CO., LD.

WM. MACLEAN,
Manager.

THE STRAITS INSURANCE CO., LD.

Hongkong, 27th December, 1895. [1830]

FOR AMOY AND TAIWANFOO.

THE Steamship

"AMUR,"

Captain C. Meers, will be despatched as above TO-MORROW, the 28th instant, at Daylight.

For Freight or Passage, apply to

STOLTERFOOT & HAGAN.

Agents.

Hongkong, 27th December, 1895. [1825]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, VIA SWATOW.

(Taking Cargo and Passengers at through rates for CHEFOO, HANKOW and PORTS on the YANTZSE.)

THE Company's Steamship

"TAISANG,"

Captain H. W. Hogg, will be despatched as above TO-MORROW, the 28th instant, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 27th December, 1895. [1826]

FOR SHANGHAI.

THE Steamship

"LYEEMOON,"

Captain G. Heermann, will be despatched for the above Port TO-MORROW, the 28th instant, at 4 P.M.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, 27th December, 1895. [1831]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, SHANGHAI AND CHEFOO.

THE Steamship

"TAMSUI,"

Captain Plerce, will be despatched TO-MORROW, the 28th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 27th December, 1895. [1805]

"SHELL" LINE OF STEAMERS.

FOR HAVRE, LONDON AND HAMBURG.

THE Company's Steamship

"PECTAN,"

Captain N. Hocken, will be despatched as above on THURSDAY, the 2nd January.

For Freight, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 27th December, 1895. [1736]

THE SPORTSMAN'S POCKET BOOK.

PUBLISHED

AT THE "HONGKONG TELEGRAPH" OFFICE.

PRICE—\$1.50 PER COPY.

N.B.—This work is a complete record of the most recent Hongkong, Shanghai and Coast Port Race Meetings, and is addition to a good deal of other useful information, contains a revised list of Record Times made on the Shanghai Course, as well as several pages of Sporting Memoranda and a useful index.

Hongkong, 19th October, 1895. [1406]

Advertisements.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 27th instant, at 8 for 8.30 o'clock precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 27th December, 1895. [1795]

FOR NEW YEAR.

BRILLIANT COLOURED ELECTRIC LIGHTS, RED, GREEN, &c. Considerably Superior to the BLUE LIGHTS, for ILLUMINATION AND SIGNAL PURPOSES. At 75 Cents Each.

ALSO PLATED WARE, FANCY GOODS, &c., &c., at Competing Prices.

NOVELTY EMPORIUM,

9 D'Agulhar Street.

Hongkong, 27th December, 1895. [1828]

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. [1650]

HONGKONG DISPENSARY

has just received FRESH SUPPLIES OF

WHOLESOME CONFECTIONERY

AND

DELICIOUS SWEETS,

of the HIGHEST QUALITY AND PURITY.

These include—

CADBURY'S SPECIAL CREMES

PATE D'ABRICOT, JORDAN ALMONDS

CARAMELS, PRALINES.

DESSERT CHOCOLATE,

NOUGAT, FRUIT JELLIES,

CRYSTALLISED FRUITS,

METZ FRUITS,

ASSORTED TOFFEES,

MIXED BONBONS,

FRY'S CHOCOLATES,

TANGERINE BISCUITS,

ORANGE PASTE, ORANGE ROLLS,

&c., &c., &c.

Together with the Latest Novelties in

FANCY BOXES,

which are very suitable as Seasonable Presents

for LADIES and YOUNG PEOPLE.

FRENCH

CONFECTIONERY and CONSERVES,

in Large Assortment,

from the BEST PARISIEN HOUSES.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 30th November, 1895. [1805]

MARRIAGE.

On the 5th instant, at St. Andrew's Cathedral, Singapore, F. C. STRAPEROV, of Kuala Lumpur, to Ada, daughter of William Hopper of London.

DEATH.

On the 17th inst., at "The Pavilion," Oxley Hill, Singapore, MARY, widow of the late Catchick Moser, aged 68 years.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to *Behar*, *Advertisements*, &c., be addressed to the "Manager, Hongkong Telegraph" and to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, but not necessarily for publication; but as evidence of good faith.

While the columns of the *Hongkong Telegraph* will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

ADVERTISERS are requested to forward all notices intended for insertion in this paper, not later than Three o'clock so as to reach the printer before the close of the day.

Advertisements and Subscriptions which are not ordered for a fixed period, will be continued until discontinued.

The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The *Hongkong Telegraph's* number at the Telephone Central Exchange is No. 2. Telephone "Direct" is—Telephone

Hongkong.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 27, 1895.

TELEGRAMS.

(Special to Hongkong Telegraph)

THE EVACUATION OF LIAOTUNG.

CANTON, December 27th.

2 p.m.

Telegraphic news has reached here that

Kinchow, Port Arthur and Tientsin were

formally taken over from the Japanese by

special representatives of the Chinese Govern-

ment on the 21st, 22nd, and 23rd instant

respectively.

REUTERS' MESSAGES.

THE VENEZUELAN HUBBUB.

LONDON, December 23rd.

The New York market has recovered, closing

strong.

The feeling in America is decidedly calmer

and more friendly to Great Britain, as notably

exemplified by the *New York Tribune* which

has entirely changed its note and urges peace.

Faithful utterances throughout America depict a

war.

CLEVELAND AT A DISCOUNT.

LONDON, December 24th.

President Cleveland's political and financial

discredit is increasing. The markets are

improving, but continue sensitive.

OF COURSE!

It is believed in Washington that a peaceful

and honourable settlement of the Venezuelan

difficulty will eventually be arranged.

TURKEY IN ASIA.

LONDON, December 25th.

A Turkish official despatch states that a great

battle was fought on Saturday between Turkish

troops and the Druses, in which the latter lost

12,000 and the former 100.

The *Times*, commenting on the agitation in

England in favour of the Armenians, urges the

impossibility of Great Britain acting alone.

(From L'Avant du Tonkin.)

THE ABYSSINIAN CAMPAIGN.

PARIS, December 21st.

Signor Crispien has asked for a vote of 20,000,000

francs, owing to necessity for fitting out reinforcements

which the recent reverses in Abyssinia

have shown to be urgently needed.

The Italian losses in the action at Ambaglia

amounted to fully 2,000 men.

THE WAR IN CUBA.

PARIS, December 21st.

The Spanish Government have taken steps to

curb the rapid suppression of the revolution in

Cuba, and with that object in view have now

despatched from Lisbon large reinforcements.

(From the Rangoon Times.)

OBITUARY.

BOMBAY, December 9th.

A telegram received here from Aden announces

the death of Major Sandbach, R.A., from the

effects of injuries inflicted by a lioness in Somal-

land.

This well-known journalist and author was, says

the London Daily Telegraph, "a man of letters, a

well-known English statesman, who married a

favorite English stage actress, and was a

well-known contributor to various

magazines and the *London Illustrated News*, and the founder and first editor of the

Temple Bar Magazine. He was an especial

correspondent to the *London Daily Telegraph* in 1855, and on

his return, at the close of 1856, published the

result of his observations under the title of

"America in the Midst of War." He wrote, in

1856, a series of graphic letters for the *Daily*

Telegraph, from Algeria, during the Emperor's

visit to that colony, and re-visited Algeria and

Morocco in 1873. In 1870 Mr. Sala was at Metz

and in Eastern France as was correspondent for

"Two Kings and a Kaiser." In December

1876, he again visited Russia as special cor-

respondent for the *Daily Telegraph*, and

travelling from St. Petersburg to Moscow,

proceeded thence to Warsaw, and subsequently

traversed the length of the Empire to observe

the mobilisation then in progress of the Rus-

sian army; ultimately reaching Odessa and

Constantinople by the Black Sea, in time for

the opening of the Conference on the Eastern

Question.]

A SHOCKING TRAGEDY.

BOMBAY, December 9th.

A Surati servant in the employ of Professor

THE BURNING OF THE "AVOCA"

Singapore, December 16th.

This morning the Captain and crew of the *Avoca*, which was recently wrecked at sea, arrived at Singapore from Batavia by the *General Pitt*. From Captain Millican, who was in command of the ill-fated vessel, our representative obtained the following details of the catastrophe.

The *Avoca* left Calcutta with a cargo of jute, for Benarone, on October 5th. All went well until the 27th when, in lat. 9° S. and long. 90° E., the first indications of the storm were observed, smoke issuing from one of the shafts. Stems were at once taken to subside what did not threaten to be a very serious outbreak, and after about an hour's work it seemed as though the efforts of the crew had been rewarded with success. On taking off the main hatch, however, dense volumes of smoke at once enveloped the ship, and though the cargo in the hatchway appeared to be safe, the seat of the conflagration was indicated in the fore end. Hoses were got out, and water was directed at the flames, but the fire was made the cargo in the main hold was jetted on rapidly as possible. This work was very difficult and dangerous owing to the dense smoke, which almost blinded the crew. Again and again the men were driven from their labours, and when later in the day flames were seen issuing from the lower hold there was little hope of effectually preventing the spread of the fire. Nevertheless, all on board stuck manfully to their work, and at last, after a day of trying to save the ship. Recognizing that but a small chance remained of conquering the fire, the Captain ordered the ship, under all sail, to the eastward, steering for the west coast of Sumatra which was the nearest land. The three boats were provisioned for forty or fifty days, one being lowered and towed astern on the first alarm, and the other two held in readiness with the davits swung outboard. Fortunately, the weather was very fine, and the flames got little assistance from the light air prevailing.

On the 28th, after incessant exertions, all the boats were lowered and the Captain's wife and most of the crew left the ship, as, at that time, the forepart of the vessel was in flames. The Captain and mate remained on board as long as their endurance could stand it, and then abandoned their blazing craft. During the night of the 28th, the ship presented a weird and splendid spectacle, the lurid flames enveloping her masts and rising to a height of thirty or forty feet. The 29th, when the boats finally left the scene of the calamity, it was, equally and well, but afterwards the calmest of weather prevailed and really the only alarm of distress suffered was the intense heat. The three boats parted company during the first night, the intention being to make for Padang, distant 800 miles in an E. N. E. direction. On November 1st Capt. Millican sighted the second mate's boat, but they again separated the following day.

CONQUEST BY CONSULATE.

Our Foreign Office will not be unobservant, it may be safely assumed, of M. Hanotaux's methods of gaining influence for France in China. That able Minister did not intend, it was clear, to allow the treaty rights he lately obtained from Peking to lie idle. He asked the Budget Committee of the Chamber for a large augmentation of the diplomatic vote, to enable him to establish additional consulates in Southern China. During the last twelve months, the Quai d'Orsay has proceeded on much the same lines in Siam, where the business of manufacturing "French subjects" out of native materials goes on merrily. Indeed, so satisfactory is the progress already accomplished that the *Estafete* newspaper proposed a day or two back to take a plebiscite in Siam as to whether France or England should take over the country. The new consulates in Southern China will, no doubt, play into the hands of these older ones, and *vice versa*, greatly to the advantage of French influence and commerce. Happily, "conquest by consulate" is a game at which England has shown no little skill in times past, and it would not surprise us were Lord Salisbury to overleap the *Estafete's* cards, good though they be. The struggle between the two Powers has assumed quite a different character from what it had when the Scott-Pavie Commission was appointed. At that time, territorial grabbing was the central issue, but the appearance of British detachments on the Upper Mekong gave M. Hanotaux warning that France must curb her covetousness. Sagaciously recognizing the logic of circumstances, the Quai d'Orsay now concentrates its energies on a strenuous endeavour to divert the trade of Yunnan and Southern China from its ancient outlets and bring down the whole volume to Tonkin. Hence these new consulates, which, so to say, will constitute both dams and flood gates. Fortunately England has an excellent position at Zimé, where an able vice-consul already looks after her political and commercial interests. But this advanced edge of warfare requires to be so strengthened by supplementary consulates as to meet the French diplomatic camp ign at every point right up to the Chinese frontier. — *Globe*.

THE DOG, THE MAN, AND THE MEAT.

A TOWN of mine and I were walking together the other day, a dog dashed past us after something he saw on the pavement. It was a big piece of meat. He pounced on it and swallowed it in two seconds. My companion looked at the dog with an admiring expression. "He's a hungry fellow," he said. "I'll give you \$5,000 for your appetite and your digestion. You are not afraid to eat, I am." But the dog knew what happiness he made of. He declined the offer and trotted away.

It is astonishing how many different people use this expression. "I am" or "I was" afraid to eat. As the writer says these lines live like letters in the table before him, every one of them containing it. Yet the persons who wrote the letters are not known to one another. There was, therefore, no agreement among them. Why should there be, even if they were acquainted?

No, there is nothing in it to wonder at. They went through the same experience, and express it in the most natural way, there's all.

But what does it mean? Are people suspicious of poisoned food? No, no; that is not so. The food is not poisoned before it is eaten, but afterwards. An example will show what really occurs, and why so many are afraid to eat.

We quote from one of the letters: "One night, early in 1892," says the writer, "I was seized with dreadful pains in the pit of the stomach, and a shocking sensation in the throat. I feared I was going to die. My wife called in a neighbour. They applied hot flannels and turpentine, but I got no relief. Then a doctor came and gave me medicine. He said he never saw anyone's tongue in such a condition. It was red and swollen, and covered with a slimy phlegm, so thick I could have scraped it with a knife. I had a foul, bitter taste in the mouth and my eyes were so dull I could scarcely see. I had a heavy pain in the side, and felt so debilitated and miserable I didn't know what to do with myself. While little food I took gave me so much pain I was afraid to eat. The doctor put me on starvation diet, and injected morphia to ease the pain."

"Getting no real benefit from the first doctor I saw another, who said I had enlargement of the liver. He gave me medicines, but I got no better. In August I went to Exmouth to see what my native air would do for me, but came back worse than ever. I had lost over three stone in weight, and being too weak to move about I tried to lie on the couch, and of the slimy phlegm I never expected to get well, and didn't care what became of me."

"One day in October my wife said, 'It appears the doctors can do nothing for you, so I am going to doctor you myself.' She went to the Southern Drug Stores, in Camberwell Road, and got a bottle of Mother Selig's Curative Syrup. After taking this medicine for a few days the pain in my stomach left me, my appetite improved, and I gained some strength. Soon afterwards I was back at my work. The people in the office, seeing how well I looked, asked what had cured me, and I answered Mother Selig's Syrup. 'I shall be glad to reply to any inquiries about my case,' (Signed) Charles Harris, 74, Dorset Street, Camberwell, London, December 1st, 1892."

Now let your thoughts expand a bit, so as to take in a broad principle. One man's meat is another man's poison, they say. That's so, but it's only half the truth. Any man's meat is any man's poison, under certain conditions. If grain never got any further than the stomach we should never have strength. So? Well, when the stomach is torpid, inflamed, and "overworked," what happens? Why, your food lies in it and poisons you. The fermenting poisons which get into the blood and viciate up the worst sort of mischief all over the body. This is indigestion and dyspepsia, though the doctors call each and every trick of it by a separate name. Yet they don't cure it, which is the main thing after all.

But Mother Selig's Curative Syrup does, as Mr. Harris says, and as thousands of others say. — *Advt.*

Auctions.

GOVERNMENT NOTIFICATION.

No. 528.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 30th day of December, 1895, at 4 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART, Colonial Secretary.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 30th day of December, 1895, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Containing	Annual R.	Upset R.
Registry No.		N. S. E. W.	Square Feet		
Inland Lot No. 11,000	North of Ewo	ft. ft. ft. ft.			
			330,374,176	17	29,301,374

PUBLIC AUCTION.

THE undersigned has received instructions from H. M. NAVAL STOREKEEPER, to Sell by

PUBLIC AUCTION,

WEDNESDAY, the 8th day of January, 1896, at NOON, at H. M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING CONDEMNED STORES, comprising—

OLD IRON, PAPER-STUFF, RAGS, CANVAS, STORES, CLOTHING, &c.

BRASS BOILER TUBES.

TERMS OF SALE:—As customary. J. M. ARMSTRONG, Auctioneer.

Hongkong, 23rd December, 1895. [1809]

Notice of Firms.

COMPAGNIE DES MESSAGERIES MARITIMES.

FROM This Date Mr. C. TOURNIAIRE has TAKEN CHARGE OF THE AGENCY of the above Company in Hongkong.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th December, 1895. [1820]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM This Date, during the absence of Mr. JAS. B. COUGHTRIE from the Colony, Mr. GEO. L. TOMLIN has been appointed ACTING SECRETARY to the Company.

A. MCCONACHIE, Chairman.

Hongkong, 9th December, 1895. [1703]

NOTICE.

MY Brother Mr. EDMUND HUMPHREYS, my Son Mr. HENRY HUMPHREYS, Mr. HART BUCK, and my Nephew Mr. JOHN AMBROSE GIFF, have this Day been admitted to PARTNERSHIP in my Firm of JOHN D. HUMPHREYS & SON.

JNO. D. HUMPHREYS.

Hongkong, 2nd December, 1895. [1679]

Amusements.

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

A PERFORMANCE OF

ARTHUR W. PINERO'S Popular Farce "DANDY DICK."

TO-MORROW (SATURDAY), 28th December, 1895.

Commencing each Evening at 9 P.M. precisely. Messrs. C. H. GRACE, V. A. CESAR-HAWKINS, R. BURNETT, F. CLARK, S. L. DABRY, A. S. C. MANNERS and W. S. FROWD.

Mrs. J. ANDREW, Mrs. V. A. CESAR-HAWKINS, Miss M. DICK-MELBOURNE and Mr. ALFRED WROTTELEY.

TICKETS can be obtained at the Theatre Royal, CITY HALL. Booking Office open from 10 A.M. to 4 P.M. Prices \$3.00, \$2.00 and \$1.00.

Late Trains 15 minutes after each Performance. Hongkong, 26th December, 1895. [1743]

Hotels.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND. THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL WINTER RATES. (FROM 1ST NOVEMBER TO 31ST MARCH). One person, per day \$3 to \$ 3.50

One person, per week 20.00

One person, per month 60.00

Married couple (occupying one room) per day 5.00

Married couple (occupying one room) per month 110.00

Married couple (occupying two rooms) per month 130.00

Extra Bed Room, per month 20.00

Extra Bed Room, per day 1.50

For further particulars apply to THE MANAGER, New Victoria Hotel, Hongkong, 10th October, 1895. [1171]

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager. Hongkong, 3rd April, 1891. [120]

VICTORIA HOTEL, CANTON.

MESSRS. MADAR & FARMER have the pleasure to inform their Patrons, Friends and the Public Generally that, having leased the SHAMKIN HOTEL, they have re-furnished the whole Establishment, had it vastly improved in every department, and have now RE-OPENED it under the more popular Style of VICTORIA HOTEL.

For further Particulars, apply to the MANAGER, New Victoria Hotel, Hongkong, 10th December, 1895. [1729]

MACAO. THE MACAO. BOA VISTA HOTEL.

CHRISTMAS HOLIDAYS. FRESH AIR. FRESH FISH. Special attention paid to PICNIC PARTIES.

Apply early! Apply early! FIRST-CLASS ACCOMMODATION. EXCELLENT TABLE.

For terms, &c., apply to THE MANAGER, Telegraphic Address:—"BOAVISTA," Macao. Macao, 19th December, 1895. [1512]

FUJIYA HOTEL, MIYANOSHITA, HAKONE.

Four and a half hours from Yokohama. FIRST-CLASS ACCOMMODATION. NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS. TWO ENGLISH BILLIARD TABLES. EXCELLENT CUISINE.

S. N. YAMAGUCHI, Proprietor. 10611

THOMAS GRILL ROOMS, No. 2, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1st FLOOR recently adapted by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS, with all conveniences attached. I am also now prepared to serve

DINNERS, TIFINS and SUPPERS to Parties when Ordered direct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS and PERIODICALS. Hongkong, 30th April, 1895. [1581]

MOUNT AUSTIN HOTEL.

THE MANAGEMENT has decided upon extending the HOTEL ACCOMMODATION, to UMBRELLA SEAT. The NEW ROOF will overlook the HARBOUR, on one side and LAKEVIEW ISLANDS on the other and each will have its own BATH ROOM. A new WING will also be built on the Eastern End to the North of the BILLIARD ROOM and a BALL ROOM also, be erected on the site of the present CRYSTAL PALACE COURT, to be approached by a covered way from the Hotel on the new side and by the PEAK ROAD on the other.

JOHN D. HUMPHREYS & SON. Hongkong, 4th December, 1895. [168]

Intimations.

ANIMAL EXTRACTS

ARE THE GREATEST DISCOVERY IN MODERN MEDICINE.

HAVE YOU TRIED THEM?

CEREBRINE, extract of the brain of the Ox, for Nervous Prostration, Insomnia, &c.
CARDINE, extract of the heart, for functional weakness of the heart.
MEDULLINE, extract of the spinal cord, for Locomotor Ataxia.
OVARINE, extract of the Ovaries, for diseases of Women.
TESTINE, for Premature decay.
THYROIDINE, for Excess and impurities of blood.

SOLE CONSIGNERS,

WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central, HONGKONG.

SPECIAL MAKERS OF ARTICLES FOR LADIES' COMPLEXION

JAVA POWDER



12 & 14, Boul. St. Martin, PARIS.

MR. CHADWICK KEW. (LATE OF POATE & NOBLE.)

HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & CO.

TEETH filled permanently, from \$1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.

PLATES A SPECIALITY. Hongkong, 7th June, 1895. [754]

TO SHIPMASTERS. ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much sickness on board ship.

We are the only Water-Boat Company in Hongkong exclusively Supplying FILTERED WATER.

Call Flag "W." J. W. KEW & Co., STEAM WATER-BOAT CO., 18, PRYAT CENTRAL. Hongkong, 7th October, 1895. [787]

DENTISTRY.

FIRST CLASS WORKMANSHIP. AND MODERATE FEES.

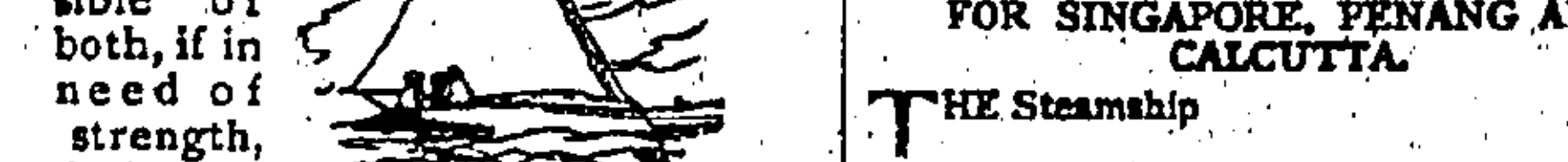
MR. WONG TAI-FONG. Surgeon Dentist. (Formerly attached to Dr. ROGERS, and latterly assistant to Dr. ROGERS.) HAS REMOVED TO

THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).

CONSULTATION FREE. Hongkong, 27th July, 1891. [114]

Fresh Air and Exercise.

Get that's possible of both, if in need of strength, flesh and nerve force. There's need, too, of plenty of fat food.



Scott's Emulsion

of Cod Liver Oil builds up flesh and strength quicker than any other preparation known to science.

Scott's Emulsion is constantly effecting Cures of Consumption, Bronchitis, and kindred diseases where other methods fail.

Scott & Bown, Ltd., London. All Chemists.

Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong. Hongkong, 27th March, 1894.

KANANGA OF JAPAN

(REGISTERED) RIGAUD and Co. PARIS

Kananga Water is the most delightful Toilet Water, renders the skin firm, softens mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery RIGAUD'S KANANGA EXTRACT RIGAUD'S WHITE ROSE RIGAUD'S MELATI EXTRACT RIGAUD'S IKORA D'AFRIQUE EXTRACT RIGAUD'S LILY OF THE VALLEY EXTRACT RIGAUD'S YLANGYLANG EXTRACT RIGAUD'S BANTAM EXTRACT RIGAUD'S JASMINE EXTRACT RIGAUD'S STANGE EXTRACT

8, RUE VIVIERNE, S. PARIS

Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong. Hongkong, 19th December, 1895. [1773]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship "KAIFONG," Captain Dewar, will be despatched TO-MORROW, the 28th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 26th December, 1895. [1821]

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"BENGLOE," Captain Thomson, will be despatched as above on or about the 28th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 18th December, 1895. [1789]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO. THE Company's Steamship

"THALES," Captain H. Bathurst, will be despatched for the above Ports on SUNDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers. Hongkong, 26th December, 1895. [1822]

"SHELL" LINE OF STEAMERS. FOR GENOA AND MARSAILLES. THE Company's Steamship

"CLAM," Captain D. T. Davis, will be despatched as above on or about the 30th instant.

For Freight, apply to ARNOLD, KARBURG & Co., Agents. Hongkong, 12th December, 1895. [1749]

SAILING VESSELS.

FOR NEW YORK. THE 3/3 A.L.I. American Ship

"JOHN R. KELLEY," Captain Chapman, having arrived, will lead here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co. Hongkong, 21st November, 1895. [1603]

FOR SAN FRANCISCO. THE 100 A.I. British Ship

"BRODRICK CASTLE," Ferguson, Master, will lead here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co. Hongkong, 5th December, 1895. [1693]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CATHERINE APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 27th instant, will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Company, Limited, Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, each Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 26th December, 1895. [1824]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "HANKOW," FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents. Hongkong, 21st December, 1895. [14]

NOTICE TO CONSIGNEES.

S.S. "SACHSEN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will go on to Shanghai unless notice to the contrary be given TO-DAY before 4 P.M.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 27th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on FRIDAY, the 27th instant, at 3 P.M.

All Claims must reach us before the 29th instant, or they will not be recognized. Bills of Lading will be countersigned by MELCHERS & Co., Agents.

Hongkong, 20th December, 1895. [1713]

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